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09/748,778	12/27/2000	Constance Liu	9805	4051

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EXAMINER

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2685

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Please find below and/or attached an Office communication concerning this application or proceeding.

DETAILED ACTION

Claim Rejections - 35 USC § 103

The following is a quotation of 35 U.S.C. 103(a) which forms the basis for all obviousness rejections set forth in this Office action:

(a) A patent may not be obtained though the invention is not identically disclosed or described as set forth in section 102 of this title, if the differences between the subject matter sought to be patented and the prior art are such that the subject matter as a whole would have been obvious at the time the invention was made to a person having ordinary skill in the art to which said subject matter pertains. Patentability shall not be negated by the manner in which the invention was made.

1. Claims 1, 3, 5, 6 are rejected under 35 U.S.C. 103(a) as being unpatentable over Thayer et al (US 5,734,971) in view of Berstis (US 6,198,996).

As to claim 1, Thayer teaches a radio system in a vehicle for allowing multiple drivers to store, select and tune to preferred radio stations, the radio system comprising:

an identification system including a plurality of remote devices of a keyless entry system for the vehicle wherein each remote device being capable of generating a uniquely-coded transmission for generating a first current driver identity (see fig. 1, number 16, col. 3, lines 16-24);

a vehicle micro-controller located in the vehicle and the vehicle micro controller being operatively coupled to the identification system for receiving the first current driver identity (see fig. 1, number 18, col. 3, lines 31-39);

a radio including memory for storing the preferred station information for storage (see fig. 1, number 20, col. 3, lines 54-65) and control electronics for preferred station information processing and for receiving the first current driver identity from the vehicle micro-controller and linking in the memory the first current driver identity to the preferred station information for storage (see fig. 1, number 14, col. 3, lines 43-54); Thayer fails to

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teach a preference means for receiving preferred station information for storage, and the preference means further receiving preferred station information for selection, tuning and the control electronics being operatively configured to receive a second current driver identity from the identification system and further being configured to respond to the preferred station information for selection and tuning by selecting and tuning to the preferred station information for storage whose linked first current driver identity matching with the second current driver identity. Berstis teaches a preference means for receiving preferred station information for storage (see fig. 7, numbers 22, col. 10, lines 5-35), and the preference means further receiving preferred station information for selection, tuning, the control electronics being operatively configured to receive a second current driver identity from the identification system and further being configured to respond to the preferred station information for selection and tuning by selecting and tuning to the preferred station information for storage whose linked first current driver identity matching with the second current driver identity (see fig. 7, numbers 22, col. 10, lines 5-35). Therefore, it would have been obvious to one of ordinary skill in the art at the time the invention was made to provide the teaching of Berstis into the system of Thayer so that all radio memory functions do not have to be selected by different drivers.

As to claim 3, Thayer further teaches the radio system as claimed in Claim 1 wherein each remote device generates an identification transmission different from that of others (see col. 3, lines 16-24).

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As to claim 5, Thayer teaches a radio system in a vehicle for allowing multiple drivers to store, select and tune to preferred radio stations, the radio system comprising:

an identification system for generating a first current driver identity (see fig. 1, number 16, col. 3, lines 16-24);

a vehicle micro-controller located in the vehicle and the vehicle micro controller being operatively coupled to the identification system for receiving the first current driver identity (see fig. 1, number 18, col. 3, lines 31-39).

a radio including memory for storing the preferred station information for storage (see fig. 1, number 20, col. 3, lines 54-65) and control electronics for preferred station information processing and for receiving the first current driver identity from the vehicle micro-controller and linking in the memory the first current driver identity to the preferred station information for storage (see fig. 1, number 14, col. 3, lines 43-54); Thayer fails to teach a preference means for receiving preferred station information for storage, and the preference means further receiving preferred station information for selection, tuning and the control electronics being operatively configured to receive a second current driver identity from the identification system and further being configured to respond to the preferred station information for selection and tuning by selecting and tuning to the preferred station information for storage whose linked first current driver identity matching with the second current driver identity. Berstis teaches a preference means for receiving preferred station information for storage (see fig. 7, numbers 22, col. 10, lines 5-35), and the preference means further receiving preferred station information for selection, tuning, the control electronics being operatively configured to receive a

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second current driver identity from the identification system and further being configured to respond to the preferred station information for selection and tuning by selecting and tuning to the preferred station information for storage whose linked first current driver identity matching with the second current driver identity (see fig. 7, numbers 22, col. 10, lines 5-35). Therefore, it would have been obvious to one of ordinary skill in the art at the time the invention was made to provide the teaching of Berstis into the system of Thayer so that all radio memory functions do not have to be selected by different drivers.

As to claim 6, the combination of Thayer and Berstis further teaches the radio system as claimed in Claim 5 wherein the preference means includes a plurality of mechanical push buttons (see Berstis see fig. 7, numbers 28, col. 10, lines 5-35, col. 14, lines 41-62).

2. Claim 2 is rejected under 35 U.S.C. 103(a) as being unpatentable Thayer et al (US 5,734,971) in view of Berstis (US 6,198,996) in further view of Andrews (US 6,236,350).

As to claim 2, the combination of Thayer and Berstis fails to teach the radio system as claimed in Claim 1 wherein each remote device has more than one trigger button wherein each button generates an identification transmission different from that of others. Andrews teaches the radio system as claimed in Claim 1 wherein each remote device has more than one trigger button wherein each button generates an identification transmission different from that of others (see col. 3, lines 35-53).

Therefore, it would have been obvious to one of ordinary skill in the art at the time the

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invention was made to provide the teaching of Andrews into the system of Thayer and Berstis in order to quickly and easily identify the stored reference code numbers (see col. 2, lines 39-40, as suggested by Andrews).

3. Claim 4 is rejected under 35 U.S.C. 103(a) as being unpatentable over Thayer et al (US 5,734,971) in view of Berstis (US 6,198,996) further in view of Applicant's Admitted prior art (see the present specification, page 6, lines 3-8).

Thayer teaches a radio system in a vehicle for allowing multiple drivers to store, select and tune to preferred radio stations, the radio system comprising:

an identification system including a plurality of remote devices of a keyless entry system for the vehicle wherein each remote device being capable of generating a uniquely-coded transmission for generating a first current driver identity (see fig. 1, number 16, col. 3, lines 16-24);

a vehicle micro-controller located in the vehicle and the vehicle micro controller being operatively coupled to the identification system for receiving the first current driver identity (see fig. 1, number 18, col. 3, lines 31-39);

a radio including memory for storing the preferred station information for storage (see fig. 1, number 20, col. 3, lines 54-65) and control electronics for preferred station information processing and for receiving the first current driver identity from the vehicle micro-controller and linking in the memory the first current driver identity to the preferred station information for storage (see fig. 1, number 14, col. 3, lines 43-54); Thayer fails to teach a preference means for receiving preferred station information for storage, and the preference means further receiving preferred station information for selection, tuning

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and the control electronics being operatively configured to receive a second current driver identity from the identification system and further being configured to respond to the preferred station information for selection and tuning by selecting and tuning to the preferred station information for storage whose linked first current driver identity matching with the second current driver identity. Berstis teaches a preference means for receiving preferred station information for storage (see fig. 7, numbers 22, col. 10, lines 5-35), and the preference means further receiving preferred station information for selection, tuning, the control electronics being operatively configured to receive a second current driver identity from the identification system and further being configured to respond to the preferred station information for selection and tuning by selecting and tuning to the preferred station information for storage whose linked first current driver identity matching with the second current driver identity (see fig. 7, numbers 22, col. 10, lines 5-35). Therefore, it would have been obvious to one of ordinary skill in the art at the time the invention was made to provide the teaching of Berstis into the system of Thayer so that all radio memory functions do not have to be selected by different drivers.

The combination of Thayer and Berstis fails to teach an identification system including a His/Her toggle switch located inside the vehicle for generating a first current driver identity; Applicant's admitted prior art discloses that an identification system including a His/Her toggle switch located inside the vehicle for generating a first current driver identity is known in the art (see page 6, lines 3-8). Therefore, it would have been obvious to one of ordinary skill in the art at the time the invention was made to provide

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the teaching of the Applicant's Admitted prior art into the system of Thayer and Berstis in order to enhance system performance for identifying the driver identity.

Response to Arguments

Applicant's arguments with respect to claims 1-6 have been considered but are moot in view of the new ground(s) of rejection.

Conclusion

The prior art made of record and not relied upon is considered pertinent to applicant's disclosure.

Hsu et al (US 6,100,811) teaches fingerprint actuation of customized vehicle features.

Suman (US 5,525,977) teaches prompting system for vehicle personalization.

Any inquiry concerning this communication or earlier communications from the examiner should be directed to Nhan T. Le whose telephone number is 571-272-7892. The examiner can normally be reached on 08:00-05:00 (Mon-Fri).

If attempts to reach the examiner by telephone are unsuccessful, the examiner's supervisor, Edward Urban can be reached on 571-272-7899. The fax phone number for the organization where this application or proceeding is assigned is 571-273-8300.

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Information regarding the status of an application may be obtained from the Patent Application Information Retrieval (PAIR) system. Status information for published applications may be obtained from either Private PAIR or Public PAIR. Status information for unpublished applications is available through Private PAIR only. For more information about the PAIR system, see <http://pair-direct.uspto.gov>. Should you have questions on access to the Private PAIR system, contact the Electronic Business Center (EBC) at 866-217-9197 (toll-free).

Nhan Le

Nguyen Vo
9-6-2005

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PRIMARY EXAMINER